2008

GM MEDIUM DUTY TRUCKS GMC

August 2007

MEDIUM DUTY COMPETITIVE COMPARISON GUIDE






C4500 TopKick and Kodiak

- Dodge Ram 4500/ Sterling Bullet
- Ford E-450
- Ford F-450
- Hino 165

C5500 TopKick and Kodiak

- Dodge Ram 5500/ Sterling Bullet
- Ford F-550
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- International 4100

C6500/C7500/C8500 TopKick and Kodiak

- Ford F-650/F-750
- Freightliner Business
- Class M2
- Hino 238/338
- Sterling Acterra

T6500/T7500/T8500

- Hino 238/258/268/338
- Mitsubishi Fuso
- FM260/330
- Nissan UD 2600/3300

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How to Use This Guide

This competitive comparison guide shows comparisons between specific GM products and targeted competitors. Specifications are for standard equipped vehicles. Each GM vehicle has up to four competitors indicated.

Color coding organizes the comparisons according to the GM product lines:

C4500 and C5500 TopKick and Kodiak

C6500/C7500/C8500 TopKick and Kodiak

T-Series

An overview is provided for each competitor below a photo of the competitor. Competitive advantages are listed in the columns to the right of the overview.

A specifications chart for each GM product line and its competitors follows the competitor list.

Abbreviations and codes

- Information is provided for diesel versions of each truck, with gasoline-powered specifications provided within parentheses or on separate lines
- OHV = overhead valve
- SOHC = single overhead camshaft
- DOHC = dual overhead camshaft
- 4ODA = 4-speed, overdrive automatic
- 4DDA = 4-speed, direct-drive automatic
- 5ODA = 5-speed, overdrive automatic
- 5M = 5-speed manual transmission
- 5ODM = 5-speed, overdrive manual transmission
- 6M = 6-speed manual transmission
- 6ODM = 6-speed, overdrive manual transmission
- LH = left-hand
- RH = right-hand


3500 model shown

Dodge Ram 4500/ Sterling Bullet

» Competes against C4500
» Chassis cab version of Ram pickup line
» 16,500 lb. GVWR only
» 6.7L Cummins I6 diesel only
» 2WD and 4WD
» Coil spring front suspension
» Regular Cab and Quad Cab
» 4 WB for regular cab, 2 WB for Quad Cab
» 3 trim levels on Quad Cab, 2 trim levels on Regular Cab
» Standard 6-speed manual, optional 6-speed automatic
» Final information not available until September 2007

C4500 Advantages over Dodge Ram 4500/Sterling Bullet

- More available wheelbase choices on Crew Cab, to meet customer needs (4 vs. 2)
- Accommodate bodies to 18 ft. in length, to meet customer needs (only to 16 ft. on Dodge)
- Higher max. GVWR (17,500 lb. vs. 16,500 lb.) results in higher payload capability — nearly 1500 lb. higher for base diesel-equipped vehicles
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle (51.3 ft. vs. 54.2 ft. for 120 in. CA)
- Heavy-duty Allison 6-speed overdrive automatic is standard on C4500 with both engines. Allison transmission is well-known for durability vs. optional Aisin 6-speed automatic
- Rugged taperleaf front springs are durable, low-maintenance and handle heavy loads. Dodge uses 5-link coil-spring front suspension
- Exterior grab handle to assist entry and exit (not available on Dodge)
- Longer frame warranty can contribute to lower service costs (5 years/unlimited miles vs. 3 years/36,000 miles
- Large, retractable mirrors add to driver visibility (smaller mirrors on Ram 4500)
- Large, secure foot step eases entry and exit, adds to safety (Dodge only has optional step bars)
- Longer service interval helps reduce maintenance costs (Up to 10,000 mi. between oil changes vs. 5000 mi. max. for Dodge)
- Priority Access Service System provides easy engine access (limited engine access on Dodge)
- Higher frame yield strength (80,000 psi vs. 50,000 psi) and higher frame RBM (610,400 lb.-ft./in. vs. 257,500 lb.-ft./in. calculated at rear of frame) for durability in heavy use
- More available cab storage, with door-sill storage boxes and storage under passenger seat
- C4500 frame is full depth for the entire load length, providing strength for end-of-frame equipment and body attachment. Dodge frame uses weaker reduced depth behind cab
- Available air seats for driver and front passenger add comfort for all-day work, plus work-center console provides needed storage room for vocational use (Dodge has no air seat options)
- Available commercial-grade gas engine offers low cost, easy fuel availability and simple service (not available on Dodge)
- Oil life monitor reminds drivers of service needs, contributing to a long life (not available on Dodge)
- Much shorter BBC (105 in. vs. 122.9 in.) contributes to greater maneuverability and longer CA for any given wheelbase
- Longer maximum cab to end of frame dimensions enable longer payload lengths (204 in. vs. 172 in.)

Ford E-450 Super Duty

» Competes against C4500. New front-end styling for 2008
» E-450 Super Duty is chassis cab version of E-Series van and cutaway
» 14,500 lb. GVWR only
» Only 2 wheelbase choices
» 5.4L V8 or 6.8L V10 gas
» 6.0L V8 diesel
» Automatic transmission only
» Available natural gas engine
» Room for only 2 people — no center seat
» No crew cab
» Limited choice of options
» Limited vocational application besides cube van

C4500 Advantages over Ford E-450 Super Duty

- Available Crew Cab with room for up to 6 people vs. E-450 seating for maximum of 2
- Available with seating for 3 people and work-ready center console in regular cab (E-450 has 2 bucket seats, no console)
- More available wheelbase choices, to meet customer needs (4 vs. 2 for reg. cab)
- Accommodate bodies to 18 ft. in length (only to 16 ft. on E-450 Super Duty)
- Built from the ground up as a commercial vehicle, with medium-duty truck components and design (E-450 is a cutaway van or modified chassis cab)
- Higher base GVWR (16,500 lb. vs. 14,500 lb.)
- Higher maximum GVWR (17,500 lb. vs. 14,500 lb.)
- Wide track I-Beam front axle with taperleaf springs provides excellent ride and load-carrying capabilities, with a constant camber to help reduce tire wear (Twin I-Beam with coil springs on E-450 Super Duty)
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle (51.3 ft./188 in. WB vs. 59.9 ft./176 in. WB)
- Higher front GAWR and axle capacity for durability with heavy loads (7000 lb. vs. 5000 lb.)
- Priority Access Service System provides easy engine accessibility for quicker service and maintenance (limited engine access on E-450 Super Duty)
- Standard Allison 6-speed automatic transmission vs. Ford 5-speed automatic. Additional overdrive gear ratio contributes to higher fuel economy
- Longer Allison automatic transmission warranty (3 years/unlimited miles vs. 3 years/36,000 miles for Ford)
- Available diesel engine. Ford has eliminated diesel engine choice on E-Series for 2008
- Large, secure foot step, for safety and ease of entry and exit (No outside step on E-450)
- Higher rear GAWR and axle capacity, for durability with heavy loads (11,000 lb. and 13,500 lb. vs. 9450 lb.)
- Higher frame yield strength, for durability with heavy loads (80,000 psi vs. 36,000 psi)
- Higher RBM, for durability with heavy loads (610,400 lb.-ft./in. vs. 363,600 lb.-ft./in.)
- Straight, flat frame rails for easy body installation. E-Series frame rails rise over rear axle
- Vortec 8.1L gas engine has 20 more horsepower and 30 more lb.-ft. of torque than E-450, to accelerate and tow heavy loads
- Larger brakes help stop heavy loads (15-in. discs vs. 13-in. front and 12.9-in. rear discs)
- More available cab storage, with door-sill storage boxes, glove box and storage under passenger seat
- Available air seats for driver and front passenger, plus work-center console (E-450 has no air seat or center console options)

Ford F-450 Super Duty

- » Competes against C4500
- » Chassis cab version of Super Duty pickup line
- » 16,000 lb. GVWR only
- » 6.8L V10 gas or 6.4L PowerStroke V8 diesel
- » 2WD and 4WD
- » Regular cab, extended cab and crew cab
- » 4 WB for regular cab, 1 WB for extended cab, 2 WB for crew cab
- » 3 trim levels
- » Available integrated trailer brake controller
- » Pickup box is new for 2008
- » Updated grille and front end for 2008

C4500 Advantages over Ford F-450

- More available wheelbase choices on Crew Cab, to meet customer needs (4 vs. 2)
- Accommodate bodies to 18 ft. in length, to meet customer needs (only to 16 ft. on F-450)
- Higher max. GVWR (17,500 lb. vs. 16,000 lb.) results in much higher payload capability — nearly 1500 lb. higher for base diesel-equipped vehicles
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle (51.3 ft. vs. 57.9 ft. for 120 in. CA)
- Heavy-duty Allison 6-speed overdrive automatic is standard on C4500 with both engines. Allison transmission is well-known for durability vs. Ford 5-speed overdrive automatic on diesel only at a cost of $1480
- Longer automatic transmission warranty adds customer peace of mind and potentially lower repair costs (3 years/unlimited miles vs. 3 years/36,000 miles)
- Available exhaust brake vs. NA for Ford F-450
- Longer frame warranty can contribute to lower service costs (5 years/unlimited miles vs. 3 years/36,000 miles
- Rugged taperleaf front suspension vs. coil springs with leading links, contributes to durability
- Large, retractable mirrors add to driver visibility (smaller, fold-away camper-style mirrors on F-450 Super Duty)
- Large, secure foot step eases entry and exit, adds to safety (F-450 only has optional step bars)
- Exterior grab handle to assist entry and exit (not available on F-450)
- Priority Access Service System provides easy engine access (limited engine access on F-450 Super Duty)
- Higher frame yield strength (80,000 psi vs. 36,000 psi) and higher frame RBM (610,400 lb.-ft./in. vs. 230,400 lb.-ft./in.) for durability in heavy use
- C4500 frame is full depth for the entire load length, providing strength for end-of-frame equipment and body attachment. Ford frame uses weaker reduced depth behind axle
- Available air seats for driver and front passenger add comfort for all-day work, plus work-center console provides needed storage room for vocational use (F-450 has no air seat options)
- Separate battery box makes body builder installation easy (F-450 has under-hood battery location)
- Better visibility contributes to safety and ease of use (Sightline to ground is 13 ft., which is 13 ft. better than F-450)
- Oil life monitor reminds drivers of service needs, contributing to a long life (not available on Ford)
- More available cab storage, with door-sill storage boxes and storage under passenger seat

Hino 165

- » The 165 is the second lightest GVWR of Hino lineup of conventional cab trucks
- » The conventional cab was developed from Hino's previous Low Cab Forward design
- » 16,000 lb. GVWR only
- » 4-cylinder diesel only
- » 4 wheelbase choices
- » No crew cab available
- » No gas engine available
- » Limited options
- » No vocational packages
- » No 4WD
- » Hino setting up urban-based distribution network
- » Standard 34-inch frame width

C4500 Advantages over Hino 165

- Higher maximum GVWR (17,500 lb. vs. 16,000 lb. for Hino) adds utility and value
- Higher front GAWR (7000 lb. vs. 6000 lb. for Hino) helps handle difficult loading situations
- Wide track I-Beam front axle (80.6 in. AW vs. 73.6 in.) assists cornering control and helps handle high center-of-gravity loads
- Large cowl-mounted folding mirrors with integrated wide-angle mirror and numerous options for power, heat and signals (Hino has traditional West Coast mirrors with add-on spot mirrors)
- Available driver and front passenger air bags (not available on Hino)
- Available 4WD (not available on Hino)
- Extensive Chevrolet and GMC dealership body vs. limited urban retailers for Hino
- More powerful engines (125 or 155 hp more with diesel, 150 hp more for gasoline engine vs. Hino's single diesel engine)
- Higher torque (520 lb.-ft. or available 620 lb.-ft. vs. 347 lb.-ft. for diesel) contributes to performance and towing capability
- Heavy duty Allison 6-speed overdrive automatic on C4500 vs. Aisin 4-speed automatic on Hino provides smaller steps between gears for better performance, and two overdrive top gears for fuel economy
- Available air seats for driver and front passenger add all-day comfort, plus work-center console provides vocational utility (Hino has no air-seat options)
- Standard synthetic transmission fluid and rear axle fluid contributes to lower lifecycle costs
- Available Crew Cab, Cutaway Cab and Motor Home Cutaway Cabs (not available on Hino)
- Large optional 60-gal. in-rail fuel tank available, for fewer fill-ups and longer driving range (35 gal. on Hino, with no options)
- Larger, 15-in. 4-wheel disc brakes are standard (12.75-in. disc brakes used on Hino)
- Available gas engine offers low cost, easy fuel availability and simple service (not available on Hino)
- Vocational option packages, including Ambulance, Wrecker, Fire and Rescue and Snow Plow Prep available (not available on Hino)
- Fixed grille available for snow plow or other front-mounted accessories (not available with Hino)
- Choice of axle ratios allows customer to match product to needs for towing or geared road speed (not available on Hino)

Specifications	GM C4500	Dodge Ram 4500/ Sterling Bullet	Ford E-450	Ford F-450	Hino 165
GVWR, lb.	16,500	14,500	14,500	16,000	16,000
Diesel engine type	OHV V8 turbo	OHV I-6 turbo	OHV V8 turbo	OHV V8 turbo	OHC I-4 turbo
Displacement, diesel	6.6L	6.7L	6.0L	6.4L	4.7L
HP, diesel	300/330 @ 3000	305 @ 2900 rpm	235 @ 3150	325 @ 3000	175 @ 2700 rpm
Torque, diesel	520/620 @ 1600	610 @ 1600 rpm	440 @ 1600	600 @ 2000	347 @ 1600 rpm
Gas engine type	OHV V8	NA	SOHC V8/V10	SOHC V10	NA
Displacement, gas	8.1L	NA	5.4L/6.8L	6.8L	NA
HP, gas	325 @ 4000	NA	255/305 @ 4500/4250	362 @ 4750	NA
Torque, gas	450 @ 2800	NA	350/420 @ 2500/3250	457 @ 3250	NA
Clutch, in.	NA	12.5	NA	11.9	12
Transmission	6ODA Allison	6M/6ODA Aisin	5ODA Ford	6ODM/5ODA Ford	5M/4A Aisin
Alternator, amps	150	136	115	115	100
Battery, CCA *(gas)*	2x750 *(1x600)*	2x750	2x750 *(1x750)*	2x750 *(1x750)*	2x600
Steering	variable ratio power	RCB power	19.6:1 power	17.0:1 power	TRW power
Front axle, lb.	7000	7000	5000 Twin-I-Beam	7000	6000
Front springs, lb.	7000 taperleaf	coil	4600 coil	5250 coil	6000 taperleaf
Rear axle, lb.	11,000	12,000	9450	12,000	11,000
Rear springs, lb.	11,000 multileaf	12,000 multileaf	9450 multileaf	11,000 multileaf	12,000 multileaf
Wheels	19.5x6 in. 8-bolt	19.5x6 in. 10-bolt	16x6 in. 6-bolt	19.5x6 in. 10-bolt	19.5x6 in. 8-bolt
Tires	225/70R-19.5F	225/70R-19.5	215/85R-16E	225/70R-19.5F	225/70R-19.5F
Brakes, front, in.	15.0 disc	15.35 disc	13.0 disc	14.5 disc	12.75 disc
Brakes, rear, in.	15.0 disc	15.35 disc	12.9 disc	15.3 disc	12.75 disc
Frame, psi	80,000	50,000	36,000	36,000	80,000
Frame width, in.	33.5	34.0	42.0	34.2	34.0
Frame sec. mod.	7.63 in.	5.15 in. (rear)	6.40 in.	10.1 in.	8.18 in.
Frame RBM	610,400	257,500 (rear)	230,400	363,600	655,100
Fuel tank, gal.	40 combo	52 side mount	55 mid, in frame	40 rear, in frame	35 side mount
Seating	Driver & 2 pass.	Driver & 2 pass.	2 buckets	3-pass. bench	Driver & 2 pass.
Mirrors, in.	7x12 + 7x6	7x10 combo	7x8.5 combo	7x8 + 6.3 x 3.7	7x16
Base warranty	2 yr./unl. mi.	3 yr./36,000 mi.	3 yr./36,000 mi.	3 yr./36,000 mi.	2 yr./unl. mi
Engine warranty *(gas)*	5 yr./100,000 mi. *(2 yr./unl. mi.)*	5 yr./100,000 mi.	*(3 yr./36,000 mi.)*	5 yr./100,000 mi. *(3 yr./36,000 mi.)*	3 yr./unl. mi.
WB/CA (Reg. cab only)	128/60 152/84 176/108 188/120	144.5/60.2 168.5/84.2 192.5/108.2 204.5/120.2	158/100 176/118	141/60 165/84 189/108 201/120	147/83.6 169/105.6 183/119.6 201/137.6
WB/ Turning diameter (curb-to-curb)	128/38.6 152/44.7 176/48.6 188/51.3	144.5/40.1 168.5/45.7 192.5/51.4 204.5/54.2	158/54.1 176/59.9	141/42.3 165/48.6 189/54.8 201/57.9	147/40.6 169/46.0 183/49.4 201/53.8
WB/CE/OL	128/100.5/205.5 152/146.6/250.6 176/177.7/282.7 188/204.0/309.1	144.5/112.4/235.3 168.5/136.4/259.3 192.5/160.4/283.3 204.5/172.4/295.3	158/168/257 176/168/256	141/107.5/226 165/131.5/250 189/155.5/274 201/167.5/286	147/146.6/244.6 169/168.6/266.6 183/194.6/292.6 201/212.6/310.6
WB/Body lengths	128/8 152/8, 10, 12 176/10, 12, 14, 16 188/12, 14, 16, 18	144.5/8, 10 168.5/10, 12 192.5/12, 14 204.5/14, 16	158/12, 14 176/14, 16	141/8, 9 165/10, 11, 12 189/11, 12, 14 201/14, 16	147/8, 10, 12 169/10, 12, 14 183/12, 14,16 201/14, 16, 18
AH	8.1	7.2	8.5	7.8	7.1
AW	80.6	76.0	69.4	75.0	72.8
BA	37.0	38.7	30.0	37.4	34.6
BBC	105.0	122.9	88.0	118.2	98.0
CW	73.0	73.6	74.0	74.0	71.1

Standard Equipment

	GM C4500	Dodge Ram 4500/ Sterling Bullet	Ford E-450	Ford F-450	Hino 165
Battery box	■	NA	■	NA	■
DEX-COOL	■	NA	NA	NA	NA
Engine hour meter	■	NA	NA	■	NA
Door sill storage	■	NA	NA	NA	NA
Road speed governor	■	NA	NA	NA	NA
Alternate fuel capable	■	NA	Opt.	NA	NA
Synthetic trans. fluid	■	NA	NA	NA	NA
DRL	■	Opt.	Opt.	Opt.	■
Integrated conv. mirror	■	■	■	■	NA
Exterior assist handle	■	NA	NA	NA	■
Oil life monitor	■	NA	NA	NA	NA

Optional Equipment

Snow plow prep	■	■	■	■	NA
Wrecker package	■	NA	■	■	NA
Limited slip differential	■	■	■	■	NA
Elect. traction control	■	NA	NA	■	NA
60-gal. fuel tank	■	NA	NA	NA	NA
Driver air bag	■	Std.	Std.	Std.	NA
Passenger air bag	■	Std. Opt. delete	Std.	Std.	NA
Pwr. heated mirrors	■	■	NA	XLT	NA
Air suspension seat	■	NA	NA	NA	NA
Remote keyless entry	■	■	■	■	NA
Auto eng. shutdown	■	NA	NA	NA	NA
Dual alternators	■	NA	NA	NA	NA
Hystec cab mount	■	NA	NA	NA	NA
Air filter gauge	■	NA	Diesel	Std.	■

Cutaway Dimensions	GM C4500/C5500		GM C5500						Ford E-450	
WB	166	184	195.5	220*	221.5	233*	246*	259*	158	176
CA	100.0	118.0	130.0	155	156	168	181	194	100	118
CE	170.7	201.9	213.9	261	240	274	287	300	168.5	168.5
OL	273.2	304.3	316.3	363.6	340	376.3	389.3	402.3	256.5	256.5
Turning dia.	46.1	50.3	55.9	56.7	NL	59.7	62.6	65.6	54.1	59.9
Rec. body lengths	14	14–18	14–20	16–24	18–22	18–26	18–26	20–26	11–14	14–16

**ANC Shuttle Bus or B3D School Bus only*

Crew Cab Dimensions	GM C4500/C5500				GM C5500	Dodge Ram 4500/5500/ Sterling Bullet		Ford F-450/F-550	
WB	169	194	217	229	235	164.5	188.5	176.2	200.2
CA	60	84	108	120	126	60	84	60	84
CE	121.6	146.6	191.9	203.9	210	112.4	136.4	107.5	127.5
OL	267.7	292.7	337.9	350	356	255.3	279.3	261.1	285.1
Turning dia.	44.6	53	58.6	61.5	62.9	44.8	50.4	51.5	57.8
Rec. body lengths	8–10	10–12	12–16	14–16	14–18	8–10	10–12	8	8–10

Motorhome Dimensions	GM C4500/C5500				GM C5500	Ford E-450	
WB	166	184	195.5	213.5	221.5	158	176
CA	100.0	118.0	130.0	148.0	156	100	118
CE	170.7	201.9	213.9	264.1	284	168.5	168.5
OL	273.2	304.3	316.3	366.5	384	256.5	256.5
Turning dia.	46.1	50.3	55.9	57.7	NL	54.1	59.9
Rec. body lengths	12–14	12–18	14–20	16–22	18–22	11–14	14–16

Dodge Ram 5500/ Sterling Bullet

- Competes against C5500
- Chassis cab version of Ram pickup line
- 19,500 lb. GVWR only
- 6.7L Cummins I6 diesel only
- 2WD and 4WD
- Regular Cab and Quad Cab
- 4 WB for regular cab, 2 WB for Quad Cab
- Coil spring front suspension
- Standard 6-speed manual, optional 6-speed automatic
- Final information not available until September 2007

C5500 Advantages over Dodge Ram 5500/Sterling Bullet

- More available wheelbase choices on Crew Cab, to meet customer needs (4 vs. 2)
- Accommodate bodies to 24 ft. in length, to meet customer needs (only to 18 ft. on 5500)
- Higher max. GVWR (19,500 lb. vs. 16,500 lb.) results in higher payload capability — nearly 1500 lb. higher for base diesel-equipped vehicles
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle (51.3 ft. vs. 54.2 ft. for 120 in. CA)
- Heavy-duty Allison 6-speed overdrive automatic is standard on C5500 with both engines. Allison transmission is well-known for durability vs. optional Aisin 6-speed automatic
- Rugged taperleaf front springs are durable, low-maintenance and handle heavy loads. Dodge uses 5-link coil-spring front suspension
- Large, retractable mirrors add to driver visibility (smaller mirrors on Ram 5500)
- Large, secure foot step eases entry and exit, adds to safety (Dodge only has optional step bars)
- Exterior grab handle to assist entry and exit (not available on Dodge)
- Priority Access Service System provides easy engine access (limited engine access on Dodge)
- Higher frame yield strength (80,000 psi vs. 50,000 psi) and higher frame RBM (610,400 lb.-ft./in. vs. 257,500 lb.-ft./in. calculated at rear of frame) for durability in heavy use
- C5500 frame is full depth for the entire load length, providing strength for end-of-frame equipment and body attachment. Dodge frame uses weaker reduced depth behind cab
- Available air seats for driver and front passenger add comfort for all-day work, plus work-center console provides needed storage room for vocational use (Ram has no air seat options)
- Available commercial-grade gas engine offers low cost, easy fuel availability and simple service (not available on Dodge)
- Oil life monitor reminds drivers of service needs, contributing to a long life (not available on Dodge)
- Longer service interval helps reduce maintenance costs (Up to 10,000 mi. between oil changes vs. 5000 mi. max. for Dodge)
- More available cab storage, with door-sill storage boxes and storage under passenger seat
- Much shorter BBC (105 in. vs. 122.9 in.) contributes to greater maneuverability and longer CA for any given wheelbase

Ford F-550 Super Duty

- Competes against C5500
- Chassis cab version of Super Duty pickup line
- Updated front-end styling for 2008 model year
- 17,950 lb. GVWR standard
- 19,000 lb. GVWR available on 164 and 200 in. WB
- 6.8L V10 gas or new 6.4L PowerStroke V8 diesel
- 325 hp/600 lb.-ft. of torque from 6.4L diesel
- 2WD and 4WD
- Regular cab, extended cab and crew cab
- 4 WB for regular cab, 1 WB for extended cab, 2 WB for crew cab
- 3 trim levels available

C5500 Advantages over Ford F-550 Super Duty

- More available wheelbase choices, helps meet customer needs (7 vs. 4 for regular cab)
- Accommodate bodies to 24 ft. in length, for greater utility (only to 18 ft. on F-550)
- Electronically controlled 4WD for easier operation (manual control for Ford)
- C5500 4WD can climb 15-inch step. Ford F-550 4WD can't
- Higher GVWR supports higher payload capabilities (18,000, 19,500, 22,000 or 26,000 lb. vs. 17,950 lb. on all Ford wheelbases, or 19,000 on only 2 wheelbases)
- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle (51.3 ft./188 in. WB vs. 54.8 ft./201 in. WB)
- Rugged taperleaf front suspension vs coil springs with leading links, contributes to durability
- 5.6-inch wider front axle width for handling stability
- Priority Access Service System provides easy engine access (limited engine access on F-550 Super Duty)
- Large foot step eases entry and exit, adds to safety (vs. F-550 with 27 in. step to door sill)
- Large, retractable cowl-mounted mirrors add to driver visibility (small, foldaway camper-style mirrors on F-550)
- Higher frame yield strength (80,000 psi vs. 36,000 psi) and higher RBM (610,400 lb.-ft./in. vs. 363,600 lb.-ft./in.) for durability in heavy use
- Better in-cab storage, with door-sill storage boxes and storage under passenger seat (Ford has no door-sill boxes or storage under passenger seat
- Heavy-duty Allison 6-speed overdrive automatic is standard on C5500 with both engines. Ford 5-speed overdrive automatic on diesel adds $1480
- Allison automatic transmission enables diesel torque up to 620 lb.-ft. vs. Ford's maximum diesel torque of 570 lb.-ft.
- Available air seats for driver and front passenger add comfort for all-day work (F-550 has no air seat options)
- Available exhaust brake vs. NA for Ford F-550
- Exterior grab handle to assist entry and exit (not available on F-550)
- Separate battery box provides easier access to up to 3 batteries (F-550 has one battery under the hood and a second frame mounted)
- Oil life monitor reminds drivers of service needs, contributing to a long life (not available on Ford)
- Better visibility contributes to safety and ease of use (Sight line to ground 13 ft. for C5500, 13 ft. better than Ford F-550)
- 3-point cab mount with available Hystec mounts (Ford has 4-point mount for less vibration control, no Hystec mounts available)
- C5500 has medium-duty truck design instrument panel with room for upfitter switches. F-550 has light-duty truck instrument panel with only 4 auxiliary switches available

Hino 185

- The 185 is the highest GVWR of the light-duty lineup of Hino conventional cab trucks
- 18,000 lb. GVWR MT; 17,600 lb. GVWR automatic
- 4-cylinder diesel only
- 3 wheelbase choices
- No crew cab available
- No gas engine available
- Limited options
- No vocational packages
- No 4WD
- Hino setting up urban-based distribution network
- Standard 34-inch frame width

C5500 Advantages over Hino 185

- Higher maximum GVWR (26,000 lb. vs. 18,000 lb. for Hino) adds utility and value
- Higher front GAWR (7000 lb. standard or 8000 lb. opt. vs. 6000 lb. for Hino) helps handle difficult loading situations
- Wide track I-Beam front axle (80.6 in. AW vs. 72.8 in.) assists cornering control and helps handle high center-of-gravity loads
- Large cowl-mounted folding mirrors with integrated wide-angle mirror and numerous options for power, heat and signals (Hino has traditional West Coast mirrors with add-on spot mirrors)
- Available driver and front passenger air bags (not available on Hino)
- Available 4WD (not available on Hino)
- Extensive Chevrolet and GMC dealership body vs. limited urban retailers for Hino
- More powerful engines (125 or 155 hp more with diesel, 150 hp more for gas with high-output engines selected)
- Higher torque (520 lb.-ft. or 620 lb.-ft. vs. 347 lb.-ft. for diesel) contributes to performance and towing capability
- Allison 6-speed overdrive automatic on C5500 vs. Aisin 4-speed automatic on Hino provides smaller steps between gears for better performance, and overdrive top gear for efficiency. Two overdrive gear rations offer potential fuel economy advantages
- Synthetic lube is standard for C5500 transmission and rear axle
- Available air seats for driver and front passenger add all-day comfort, plus work-center console provides vocational utility (Hino has no air-seat options)
- Available Crew Cab, Cutaway Cab and Motor Home Cutaway Cabs (not available on Hino)
- Large optional 60-gal. in-rail fuel tank available, for fewer fill-ups and longer driving range (35 gal. on Hino, with no options)
- Larger, 15-in. 4-wheel disc brakes are standard (12.75-in. front disc brakes used on Hino)
- Available gas engine offers low cost, easy fuel availability and simple service (not available on Hino)
- Vocational option packages available (not available on Hino)
- 7 wheelbase choices vs. 3, for body adaptability
- Choice of axle ratios allows customer to match product to needs for towing or geared road speed (not available on Hino)

International 4100

- 4100, 4300 and 4400 International share cab design
- 4100 is a Class 5 version of the 4000-series cab and has the MaxxForce 7 V8 diesel only
- 4100 is lightest GVWR among International medium duty trucks
- Allison 1000HS 5-speed automatic transmission included
- Available as 17,800 lb. or 19,500 lb. GVWR
- Available regular cab, extended and crew cabs
- WB from 140 to 217
- Standard height and low-profile available
- Many available options

C5500 Advantages over International 4100

- Standard commercial-grade gas engine has 325 hp and 450 lb.-ft. of torque. Vortec 8.1L V8 engine is prepared for alternate fuel conversions. Gas engine provides lower initial cost, higher payload capacity, readily available fuel sources and simple service requirements (International has no gasoline engines)
- Duramax diesel engine provides superior power to the International MaxxForce. Maximum power of 330 hp vs. 230 hp for the 4100
- Exhaust brake is available on C5500's Duramax diesel engine, not available on International's MaxxForce engine
- GM cab shares numerous components with well-proven, high-volume vehicles designed to GM standards. International has no high-volume vehicles in its lineup
- Available factory-installed 4WD (not available on International 4100)
- Higher payload with standard engine. C5500 has a 1000-lb. higher payload when equipped with the same weigh rating suspension, due to lighter standard gas engine
- 8-bolt crossmember ends vs. 2-bolt crossmember ends on International, for added strength
- Full-depth, straight crossmembers vs. dogbone crossmembers on International, for strength
- Opposed-piston hydraulic brake calipers offer long life, easy service and powerful braking (International uses sliding pin, single-piston brake calipers)
- Rubber-isolated exterior lamps with no-tool tailamp lens removal can help reduce downtime (not available on International)
- Large, folding mirrors with integrated wide-angle mirror and numerous options for power and heat. Cowl-mounted for low vibration and durability (International has door-mounted West Coast mirrors with tubular steel top and bottom attachments)
- Available electronic traction control helps improve traction on slippery surfaces (not available on International)
- Available driver and front passenger air bags contribute to driver and passenger safety (not available on International)
- Variable-effort ZF steering gear reduces steering effort in tight turns (International has TRW Ross fixed-effort steering gear)
- Standard driver and passenger seats includes manual lumbar support and back angle adjustment, for driver comfort (International standard seat has folding backrest only)
- Standard progressive spring aids help reduce shock loading to frame and load when driving on rough surfaces (International uses hard rubber bump stops)
- C-Series shift lever and parking brake is less obtrusive than floor-mounted installation pods on International, adding to center passenger room and cup-holder convenience

Specifications	GM C5500	Dodge Ram 5500/ Sterling Bullet	Ford F-550	Hino 185	International 4100
GVWR, lb.	18,000-26,000	17,995-19,500	17,950/19,000	18,000-17,600	17,800-19,500
Diesel engine	OHV V8 Duramax	Cummins I-6	OHV V8 Power Stroke[1]	OHC I-4 Hino	OHV V8 MaxxForce[1]
Diesel displacement	6.6L	6.7L	6.4L	4.7L	6.4L
Diesel HP, base	300 @ 3000	305 @ 2900	325 @ 3000	175 @ 2700	200 @ 2600
Diesel hp, max.	330	305	325	175	230
Diesel torque	520 @ 1600	610 @ 1600	600 @ 2000	347 @ 1600	560 @ 1400
Diesel torque, max.	620 @ 1600	610 @ 1600	600 @ 2000	347 @ 1600	620 @ 1400
Gas engine	OHV V8	NA	OHV V10	NA	NA
Gas displacement	8.1L	NA	6.8L	NA	NA
Gas HP	325 @ 4000	NA	362 @ 4750	NA	NA
Gas torque	450 @ 2800	NA	457 @ 3250	NA	NA
Optional engines	Duramax 6600	NA	Power Stroke 6.4	NA	NA
Transmission, AT	Allison 6OD std.	Aisin 6OD	Ford 5OD std.	Aisin 4OD	Allison 5OD std.
Transmission, MT	NA	6M	ZF 6OD	Eaton 5M	NA
Alternator, amps	150 (100D)	136	115 (135D)	100	110
Steering	ZF power	Recirc. ball power	17:0:1 power	TRW power	TRW power
Front axle, lb.	7000-8000	7000	7000	6000	7300
Front springs, lb.	7000-8000 taperleaf	7000 coil	5600-7000 coil	6000 taperleaf	7300 taperleaf
Rear axle, lb.	13,500-19,000	13,500	13,500	13,000	10,500-12,200
Rear springs, lb.	13,500-19,000	13,500	13,500	13,000	12,000-13,500
Wheels, base	19.5x6 in. 8-bolt	19.5x6 in. 10 bolt	19.5x6 in. 10 bolt	19.5x6.75 in. 8 bolt	19.5x6.75 in. 8 bolt
Tires, base	225/70R19.5F	225/70R19.5F	225/70R19.5F	225/70R19.5F	225/70R19.5F
Brakes, front, in.	15 disc	15.3 disc	14.5 disc	12.75 disc	15 disc
Brakes, rear, in.	15 disc	15.3 disc	15.3 disc	15.37 disc	15 disc
Base frame, psi	80,000	50,000	36,000	80,000	80,000
Frame width, in.	33.5	34.0	34.2	34.0	34.0
Frame sec. mod. (in.)[2]	7.63	5.15 (rear)	10.1/17.28	8.18	9.125
Frame RBM	610,400	257,500 (rear)	363,600	655,100	506,250
Battery, CCA *(gas)*	2x750 *(1x600)*	2x750	2x750 *(1x750)*	2x600	2x700
Fuel tank, gal.	25-60 in-rail	52 RH	40 in-rail	35 RH	50 RH
Seating	2 bucket	3-pass. bench	3-pass. bench	Driver & 2 pass.	2 bucket
Mirrors, in.	7x12 + 7x6	7x10 combo	7x8 + 3.7 x 6.3	7x16	7x16.5
Base warranty	2 yr./unl. mi.	3 yr./36,000 mi.	3 yr./36,000 mi.	2 yr./unl. mi.	2 yr./unl. mi.
Engine warranty *(gas)*	5 yr./100,000 mi. *(2 yr./unl. mi.)*	3 yr./150,000 mi.[2]	5 yr./100,000 mi. *(3 yr./36,000 mi.)*	3 yr./unl. mi.	3 yr./150,000 mi.
AW	80.6	76.0	75.0	72.8	81.5
BA	37.0	38.7	37.4	34.6	39.9
BBC	102.5	122.9	118.2	98.0	107.0
CW	73.0	73.6	74.0	71.9	70.9

1 Ford Power Stroke and International MaxxForce 7 are the same engine.
2 Caterpillar has 3 yr./150,000 mi. engine warranty, parts only in 3rd year.

Specifications	GM C5500	Dodge Ram 5500/ Sterling Bullet	Ford F-550	Hino 185	International 4100
WB/CA/ Turning diameter (curb-to-curb)	128/60.0/38.6 152/84.0/44.7 176/108.0/48.6 188/120.0/51.3 194/126.0/53.0 206/138.0/53.6 224/156.0/57.3	144.5/60.2/40.1 168.5/84.2/45.7 192.5/108.2/51.4 204.5/120.2/54.2	141/60/42.3 165*/84/48.6 189/108/54.8 201*/120/57.9 **F-550 only available in 19,000 GVWR in these WB lengths.*	169/105.6/46.0 183/119.6/49.4 201/137.6/53.8	140/73/41.5 152/85/44.5 169/102/48.7 175/108/50.2 187/120/53.2 205/138/57.9 217/150/58.2
WB/CE/OL (regular cabs)	128/100.5/205.5 152/146.6/250.6 176/177.7/282.7 188/204.0/309.1 194/210/315 206/222/327 224/240/345	144.5/112.4/235.3 168.5/136.4/259.3 192.5/160.4/283.3 204.5/172.4/295.3	141/107.5/226 165/131.5/250 189/155.5/274 201/167.5/286	169/168.6/266.6 183/194.6/292.6 1201/212.6/310.6	140/112/219 152/148/255 169/165/272 175/171/278 187/195/302 205/213/320 217/246/353
WB/Body lengths (regular cabs)	128/8 152/8–12 176/10–16 188/12–18 194/14–18 206/16–20 224/16–24	144.5/8–10 168.5/10–12 192.5/12–14 204.5/14–16	141/8, 9 165/10–12 189/11–14 201/14–18	169/8–12 183/12–16 201/14–20	140/8–10 152/8–12 169/10–14 175/10–16 187/12–18 205/16–20 217/18–24

Standard Equipment

	GM C5500	Dodge Ram 5500/ Sterling Bullet	Ford F-550	Hino 185	International 4100
Battery box	■	■	NA	■	■
DEX-COOL	■	NA	NA	NA	■
Engine hour meter	■	NA	NA	NA	■
Door sill storage	■	NA	NA	NA	NA
Road speed governor	■	NA	NA	NA	■
Alt. fuel capable	■	NA	Opt.	NA	NA
Synthetic trans. and axle lube	■	NA	NA	NA	Opt.
DRL	■	Opt.	Opt.	■	■
Integral convex mirror	■	■	■	NA	■
Exterior assist handle	■	NA	NA	■	■
Oil life monitor	■	NA	NA	NA	NA

Optional Equipment

Factory 4WD	■	■	■	NA	NA
Hystec cab mount	■	NA	NA	NA	NA
Power door locks	■	■	■	NA	■
Remote Keyless Entry	■	■	■	NA	NA
Power, heated mirrors	■	■	■	Heated only	■
Air filter gauge	■	■	Diesel	NA	■
Driver air seat	■	NA	NA	NA	■
Passenger air seat	■	NA	NA	NA	■
Electronic Traction Control	■	NA	■	NA	NA
Limited slip differential	■	■	NA	NA	■
Taperleaf rear springs	■	NA	NA	NA	■
Air bag, driver	■	Std.	Std.	NA	NA
Air bag, passenger	■	Std.	Std.	NA	NA
60-gal. fuel tank	■	NA	NA	NA	■

Ford F-650/750

- The F-650 and F-750 medium duty trucks compete with the C6500 and C7500 GM products
- Ford trucks are produced by International in Mexico, under a joint venture agreement called Blue Diamond Truck Company
- International frames, suspensions and other components are used with a Ford cab
- Regular cab, Super Cab and Crew Cab
- 2 engine choices: Cummins ISB and Caterpillar C7
- F-650 offers preconfigured 26,000 lb. GVWR trucks
- Many wheelbase choices for F-Series, now that it is based on International frame and suspensions

TopKick/Kodiak Advantages over Ford F-650/F-750

- Tighter turning diameter (curb-to-curb) for comparable cab-to-axle means less maneuvering time (49.4 ft./188 in. WB vs. 57.9 ft./194 in. WB with same 120-in. CA)
- Cowl-mounted, composite mirrors with integral convex mirror offer heat and power, for driver vision and ease of use (door-mounted West Coast mirrors on Ford)
- Standard TranSynd synthetic transmission lubricant vs. optional on Ford, for greater value and low downtime
- Standard commercial-grade gas engine has 295 hp and 440 lb.-ft. of torque. Vortec 8.1L V8 engine is prepared for alternate fuel conversions. Gas engine provides lower initial cost, higher payload capacity, readily available fuel sources and simple service requirements (a gas engine is not available on Ford F-650/750)
- C-Series instrument panel is designed for medium duty truck needs, with room for GM-supplied switches to meet vocational needs. Ford uses pickup-style instrument panel with no room for added switches
- Better visibility (Sightline to ground 15.4 ft. for C-Series vs. 19.2 ft. for Ford) contributes to safety and maneuverability
- Oil life monitor reminds drivers of service needs, contributing to a long life (not available on Ford)
- Better in-cab storage, with door-sill boxes and center console (Ford has no door-sill boxes)
- 3-point cab mount with available Hystec mounts contribute to a smooth, quiet ride (Hystec mounts are not available on Ford)
- Priority Access Service System provides easier engine access, helping reduce downtime (limited engine access on Ford)
- More leg room (41.1 in. vs. 40.7 in for Ford) for driver comfort
- Road speed governor standard with gas engine, available on diesels, for vehicle management (not available on Ford)
- Longer available diesel engine warranty (3 years unlimited miles with Duramax vs. 2 years unlimited miles on Ford's standard Cummins diesel)
- Greater choice of wheelbase lengths helps reduce need to have frame cut or welded
- Opposed-piston hydraulic brake calipers offer long life, easy service and powerful braking (Ford uses sliding pin, single-piston brake calipers)
- Progressive spring aids help cushion load and chassis from impacts when suspension bottoms (Not available on Ford)

Freightliner Business Class M2

- Full range of GVWR to compete with all models
- 16,000 lb. GVWR base
- No gas engine available
- 190-hp MBE diesel standard, available high-power MBE
- Standard Allison 1000 5-speed automatic
- Numerous options
- Aluminum cab
- Three cab BBC: 100, 106 (standard) and 112 inches
- Numerous vocational spec'ing packages
- Extended cab and crew cab availability
- Base price above $65,000

TopKick/Kodiak Advantages over Freightliner Business Class M2

- Standard commercial-grade gas engine has 295 hp and 440 lb.-ft. of torque. Vortec 8.1L V8 engine is prepared for alternate fuel conversions. Gas engine provides lower initial cost, higher payload capacity, readily available fuel sources and simple service requirements (Freightliner has no gasoline engines)
- Isuzu 6HK1-TC base diesel engine is more powerful than standard Freightliner MBE diesel, for greater performance (215 vs. 190 hp)
- Available driver and front passenger air bags contribute to safety (not available on Freightliner)
- Cruise controls mounted on steering column for convenience (dash-mounted on Freightliner)
- Larger standard fuel capacity helps refueling frequency and adds driving range (50 gal. vs. 30 gal.)
- Standard glove box contributes to cab storage (not available on Freightliner)
- Standard door-sill storage offers useful cab storage (not available on Freightliner)
- Opposed-piston hydraulic brake calipers offer long life, easy service and powerful braking (Freightliner uses sliding pin, single-piston brake calipers)
- Steel cab is tough and easily repairable (vs. aluminum Freightliner cab)
- DEX-COOL engine coolant lasts up to 5 years or 150,000 miles, for reduced service costs and downtime (Freightliner uses traditional ethylene glycol)
- Rubber-isolated exterior lamps with no-tool tailamp lens removal, for easy service and reduced downtime (not available on Freightliner)
- Separate driver's seat for comfort (bench seat standard on Freightliner, with separate driver and passenger seat optional)
- Available electronic traction control adds to control on slippery surfaces (not available on Freightliner)
- Standard synthetic lubricant in transmission and axle (Freightliner charges $246 for this option)
- Standard daytime running lamps contribute to safety ($123 option on Freightliner)
- Variable-effort ZF steering gear reduces steering effort in tight turns (Freightliner has TRW Ross fixed-effort steering gear)
- Progressive spring aids help cushion load and chassis from impacts when suspension bottoms (not available on Freightliner)
- Full-width frame crossmembers have 8 fasteners per side for durability vs. 2 fasteners on Freightliner's dogbone crossmembers

Hino 238, 258, 268, 338

- The 238, 258, 268 and 338 are the larger versions of Hino's conventional cab trucks
- The conventional cab was developed from Hino's previous Low Cab Forward design
- 238 is 23,000 lb. GVWR; 258 is 25,500 lb. GVWR; 268 is 25,950 lb. GVWR; 338 is 33,000 lb. GVWR
- 6-cylinder diesel only, 220 hp on 238, 258, 268; 260 hp on 338
- 5 wheelbase choices
- No crew cab available
- No gas engine available
- Limited options
- Hino setting up urban-based distribution network

TopKick/Kodiak Advantages over Hino 238, 258, 268, 338

- Standard commercial-grade gas engine has 295 hp and 440 lb.-ft. of torque. Vortec 8.1L V8 engine is prepared for alternate fuel conversions. Gas engine provides lower initial cost, higher payload capacity, readily available fuel sources and simple service requirements (Hino has no gasoline engines)
- Choice of Isuzu 6HK1-TC or Caterpillar diesel engines can help overcome customer objections to specific engine choice (Hino only offers Hino engine)
- Power options from 215 hp to 300 hp vs. single engine choice for Hino
- Large cowl-mounted folding mirrors with integrated wide-angle mirror and numerous options for power, heat and signals (Hino has traditional West Coast mirrors with add-on spot mirrors)
- Available driver and front passenger air bags (not available on Hino)
- 3-point cab mount with available Hystec mounts (Hino has no Hystec mounts available)
- Available two-speed rear axle available (not available on Hino)
- Extensive Chevrolet and GMC dealership body vs. limited urban retailers for Hino
- Choice of vocationally rated Allison automatics to match engine output (single Allison automatic option for each Hino)
- Available air seats for driver and front passenger add all-day comfort, plus work-center console provides vocational utility (Hino has no air-seat options)
- Available electronic traction control helps improve traction on slippery surfaces (not available on Hino)
- Available Crew Cab (not available on Hino)
- Available tandem axle (not available on Hino)
- Available rear air suspension (not available on Hino)
- Fixed grille available for snow plow or other front-mounted accessories (not available with Hino)
- Choice of axle ratios allows customer to match product to needs for towing or geared road speed (not available on Hino)
- Progressive spring aids help cushion load and chassis from impacts when suspension bottoms (not available on Hino)
- RediSpec or custom spec availability vs. single spec Hino
- Available taperleaf rear springs (not available on Hino)
- Extensive choices for frame length and strength (Hino has only five wheelbase lengths, and no frame strength options)
- Standard door sill storage is handy for heavy tools and equipment (not available on Hino)

International 4300

- 4100, 4200, 4300 and 4400 International share cab design
- 4100 and 4200 use MaxxForce 7 V8 diesel only
- 4300 uses MaxxForce DT I6 diesel only
- 4400 has standard MaxxForce DT and optional MaxxForce 9 diesel engine
- 4400 available tandem rear suspension and tractor
- Available regular cab, extended and crew cabs
- WB from 128 to 254 on 4300
- Frame and components now shared with Ford F-650/F-750

TopKick/Kodiak Advantages over International 4300

- Standard commercial-grade gas engine has 295 hp and 440 lb.-ft. of torque. Vortec 8.1L V8 engine is prepared for alternate fuel conversions. Gas engine provides lower initial cost, higher payload capacity, readily available fuel sources and simple service requirements (International has no gasoline engines)
- Choice of Isuzu 6HK1-TC or Caterpillar diesel engines can help overcome customer objections to specific engine choice (International only offers International engines)
- Standard transmission is Allison 2000 5-speed close-ratio automatic with 0.75:1 overdrive top gear and easy-to-use column shift (Allison 2000 is $3,168 option on International)
- GM cab shares numerous components with well-proven, high-volume vehicles designed to GM standards. International has no high-volume vehicles in its lineup
- 8-bolt crossmember ends, vs. 2-bolt crossmember ends on International, for added strength
- Full-depth, straight crossmembers, vs. dogbone crossmembers on International, for strength
- Opposed-piston hydraulic brake calipers offer long life, easy service and powerful braking (International uses sliding pin, single-piston brake calipers)
- Available driver and front passenger air bags contribute to driver and passenger safety (not available on International)
- Rubber-isolated exterior lamps with no-tool taillamp lens removal can help reduce downtime (not available on International)
- Large, folding mirrors with integrated wide-angle mirror and numerous options for power and heat. Cowl-mounted for low vibration and durability (International has door-mounted West Coast mirrors with tubular steel top and bottom attachments)
- Available electronic traction control helps improve traction on slippery surfaces (not available on International)
- Standard synthetic lubricant in transmission and axle helps reduce downtime and adds value (International option)
- Variable-effort ZF steering gear reduces steering effort in tight turns (International has TRW Ross fixed-effort steering gear)
- Standard driver and passenger seats includes manual lumbar support and back angle adjustment, for driver comfort (International standard seat has folding backrest only)
- Standard progressive spring aids help reduce shock loading to frame and load when driving on rough surfaces (International uses hard rubber bump stops)
- C-Series shift lever and parking brake is less obtrusive than floor-mounted installation pods on International, adding to center passenger room and cup-holder convenience

Sterling Acterra

- » Full range of GVWR to compete with all models
- » 19,780 lb. GVWR base
- » No gas engine available
- » Standard Allison 5-speed automatic
- » 190-hp MBE 6-cylinder diesel standard, available high-output MBE engines
- » Numerous options
- » Steel cab, plastic doors
- » Base price above $60,000
- » Some parts sharing with Freightliner Business Class M2
- » WB from 121 to 280 in.

TopKick/Kodiak Advantages over Sterling Acterra

- Standard commercial-grade gas engine with 295 hp/440 lb.-ft. of torque. Vortec 8.1L V8 engine is prepared for alternate fuel conversions. Gasoline engine provides lower cost and lower weight. (Sterling has no gasoline engines)
- Base Isuzu 6HK1-TC diesel engine is more powerful than Sterling's standard diesel (215 hp vs. 190 hp
- Large, folding mirrors with integrated wide-angle mirror and numerous options for power and heat (Sterling has traditional door-mounted painted or chrome West Coast mirrors with optional convex mirrors)
- Available driver and front passenger air bags (not available on Sterling)
- DEX-COOL engine coolant lasts up to 5 years or 150,000 miles (Sterling uses traditional ethylene glycol)
- Progressive spring aids front and rear cushion suspension when it bottoms out on rough roads. Helps protect truck and cargo (not available on Sterling)
- Rubber-isolated exterior lamps with no-tool taillamp lens removal (not available on Sterling)
- GM taillamps have shock-mounted bulbs, lexan lenses and no-tool lamp replacement, for reduced downtime (not available on Sterling)
- Opposed-piston hydraulic brake calipers offer long life, easy service and powerful braking (Sterling uses sliding pin, single-piston brake calipers)
- Standard intermittent windshield wipers for safety and convenience (2-speed wipers standard on Sterling)
- Standard daytime running lamps, for safety (optional on Sterling)
- Separate driver's seat for comfort (bench seat standard on Sterling, with separate driver and passenger seat optional)
- Standard synthetic lubricant in axle, for reduced service and downtime (Sterling charges extra for this option)
- Priority Access Service System provides easier engine service (limited engine access on Sterling)
- Variable effort ZF steering gear reduces steering effort in tight turns (Sterling has TRW Ross fixed-effort steering gear)
- Easy lifting hood on GM trucks vs. heavy non-sprung hood on Sterling
- Full-width frame crossmembers have 8 fasteners per side for durability vs. 2 fasteners on Sterling's dogbone crossmembers
- Larger standard fuel capacity (50 gal. vs. 30 gal.)

Specifications	GM TopKick/Kodiak	Ford F-650/F-750	Freightliner M2 Business Class	Hino 238-338	International 4300	Sterling Acterra
Available Engines	Vortec MD V8, Isuzu OHC I-6, CAT C7 I-6 OHV	Cummins ISB I-6, CAT C7 I-6 OHV	MBE 900 OHC I-6,	Hino I-6	International MaxxForce DT OHV I-6	OHC I-6 MBE 900, Cummins ISC
Diesel displacement	7.8L/7.2L	6.7L/7.2L	7.2L	7.7L	7.6L	7.2L/7.2L
Base diesel power	215	200	190	220	200	190
Max. diesel power	300	325 (Cummins)	350	260 (338 only)	300	330
Base diesel torque	560	520	520	520	520	520
Max. diesel torque	860	860 (Caterpillar)	860	585 (338 only)	860	1000
Gas engine	OHV V8	NA	NA	NA	NA	NA
Gas displacement	8.1L	NA	NA	NA	NA	NA
Gas HP	295 @ 3600	NA	NA	NA	NA	NA
Gas torque	440 @ 3200	NA	NA	NA	NA	NA
Steering	ZF power	TRW 20:4:1 power	TRW power	TRW power	TRW power	TRW power
Front springs, std.	Taperleaf	Taperleaf	Taperleaf	Taperleaf	Taperleaf	Taperleaf
Rear springs, std.	Taperleaf	Multileaf	Multileaf	Multileaf	Multileaf	Multileaf
Hydraulic brakes	Meritor	Bosch	Bosch	Meritor	Bosch	Bosch
Brakes, front, in.	15.37 disc	15 disc	15 disc	15.37 disc	15 disc	15 disc
Front brake type	Opposed piston	Sliding pin	Sliding pin	Opposed piston	Sliding pin	Sliding pin
Brakes, rear, in.	15.37 disc	15 disc	15 disc	15.37 disc	15 disc	15 disc
Air brakes	Meritor	Meritor	Meritor	Meritor	Meritor	Meritor
Brakes, front, in.	15 x 4/16.5 x 6	15 x 4/16.5 x 6	15 x 4/16.5 x 6	15 x 4/16.5 x 6	15 x 4/16.5 x 6	15 x 4/16.5 x 6
Brakes, rear, in.	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 7	16.5 x 7
Frame, psi	50,000	50,000	50,000	80,000	50,000	50,000
Frame sec. mod.$(in.)^2$	12.53	8.5	10.0	12.9	10.125	10.0
Frame RBM	1,378,300	900,000	500,000	1,031,900	506,250	500,000
Battery, CCA *(gas)*	2 x 750 *(1 x 600)*	2 x 625	2 x 760	2 x 600	2 x 550	2 x 760
Fuel tank, gal.	50 LH	50 RH	30 LH	52 RH	50 RH	30 RH
Seating	2 bucket	bucket + 2-pass.	3-pass. bench	bucket + 2-pass.	2 bucket	3-pass. bench

Specifications	GM TopKick/Kodiak	Ford F-650/F-750	Freightliner M2 Business Class	Hino 238-338	International 4300	Sterling Acterra
Mirrors, in.	7x12 + 7x6	7x16	7x16	7x16 + 6x6	7.4x14.8 + 7.4x7.4	6x15
Base warranty	2 yr./unl. mi.	2 yr/unl. mi.	2 yr/unl. mi.	2 yr./unl. mi.	2 yr/unl. mi.	2 yr/unl. mi.
Engine warranty *(gas)*	3 yr./unl. mi.[1, 2] *(2 yr./unl. mi.)*	2 yr./unl. mi.[2]	3 yr./unl. mi.	3 yr./unl. mi.	3 yr./150,000 mi.	3 yr./unl. mi.
Optional engines	Isuzu 6HK1-TC, Caterpillar C7	Caterpillar C7	MBE 900 High Power	None	V8 on 4200 I-6 on 4400	MBE 900 High Power
Max HP	300	300	300	260 (338 only)	300	300
AW	82.2	82.0	81.6	78.0	81.5	81.6
BA	37.0	36.0	40.4	40.6	39.9	38.8
BBC	105	110	106	108	107	106.4
CW	73.0	74.0	70.7	72.0	70.9	70.7
[1] Duramax has 3 yr./unlimited mi. engine warranty. [2]Caterpillar has 3 yr./150,000 mi. engine warranty, parts only 3rd year.						
WB/CA/ Turning Diameter (curb-to-curb, base axle)	128/60/40.7 140/72/43.6 152/84/43.6 170/102/45.3 176/108/46.6 188/120/49.4 194/126/50.8 206/138/53.6 212/144/54.9 224/156/57.7 236/168/60.5 248/180/63.2 260/192/66.0 272/204/68.8 284/216/71.5 296/228/74.3	158/84/46.1 179/102/48.9 182/108/50.1 194/120/53.0 200/126/56.0 212/138/58.6 218/144/59.1 224/150/60.0 230/156/61.7 242/168/64.0 260/186/68.9	138/72.0/40.7 150/84.0/42.7 168/102.7/47.6 174/108.7/49.0 186/120.5/52.6 192/126.4/54.2 204/138.2/57.4 216/150.0/61.0 226/160.8/63.6 234/168.7/67.5 252/186.4/70.0	175/107.6/48.0 187/120/50.8 205/137.6/55.2 217/149.6/58.1 235/167.6/61.6 253/185.6/66.9 271/203.6/70.8	128/61/37.5 140/73/40.3 152/85/43.2 169/102/47.3 175/108/48.8 187/120/51.7 205/138/56.2 217/150/59.0 236/169/63.7 254/187/68.0	128/60.4/38.2 140/72.4/40.7 152/84.4/42.7 171/103.4/47.6 177/109.4/49.0 189/121.4/52.6 195/127.4/54.2 201/133.4/57.4 207/139.4/58.6 213/145.4/60.0 219/151.4/61.5 224/156.4/63.1 228/160.4/64.2 236/168.4/65.8 242/174.4/68.1 254/186.4/70.0 272/204.4/74.6
WB/CE/OL	128/135.3/237.8 140/135.3/237.8 152/171.1/273.6 170/171.1/273.6 176/188.9/291.4 188/188.9/291.4 194/188.9/291.4 206/233.5/336.0 212/251.6/354.1 224/249.1/351.6 236/275.6/378.1 248/273.1/375.6 260/306.7/409.2 272/306.7/409.2 284/353.6/456.1 296/353.6/456.1	158/123/236 176/172/285 182/178/291 194/195/308 200/201/314 218/225/338 224/237/350 230/243/356 242/268/381 260/306/419	138/135.4/241.4 150/124.4/253.4 168/165.4/271.4 174/171.4/277.4 186/195.4/301.4 192/201.4/307.4 204/213.4/319.4 216/246.4/352.4 226/256.4/362.4 234/264.4/370.4 252/270.4/386.4	175/170.6/278.6 187/194.6/302.6 205/212.6/320.6 217/246.6/354.6 235/264.6/372.6 253/282.6/390.6 271/282.6/390.6	128/100/207 140/112/219 152/148/255 169/165/272 175/171/278 187/195/302 205/213/320 217/246/353 236/265/372 254/283/390	128/123.4/229.8 140/135.4/241.8 152/147.4/253.8 171/166.4/272.8 177/172.4/278.8 189/196.4/302.8 195/202.4/308.8 201/208.4/314.8 207/214.4/320.8 213/220.4/326.8 219/247.4/353.8 224/252.4/358.8 228/256.4/362.8 236/264.4/360.8 242/270.4/376.8 254/282.4/388.8 272/282.4/388.8
WB/Body lengths	128/8 140/8–10 152/8–12 170/10–14 176/10–16 188/12–18 194/14–18 206/16–20 212/18–24 224/18–24 236/18–26 248/18–28 260/20–28 272/20–30 284/22–30 296/22–30	158/8–12 179/10–14 182/10–16 194/12–18 200/12–18 212/14–20 218/16–22 224/18–24 230/18–24 242/18–26 260/20–28	138/8 150/8–10 168/10–14 174/10–14 186/12–16 192/12–18 204/14–20 216/16–22 226/16–22 234/18–24 252/24–28	175/8–12 187/12–18 205/14–20 217/16–24 235/18–26 253/18–28 271/18–28	128/8 140/8–10 152/8–12 169/10–14 175/10–16 187/12–18 205/16–20 217/18–24 236/18–26 254/20–28	128/8 140/8–10 152/8–12 171/10–14 177/10–16 189/12–18 195/14–18 201/14–18 207/16–20 213/16–20 219/16–22 224/18–22 228/18–24 236/20–24 242/22–26 254/24–28 272/24–28

Standard Equipment

Equipment	GM TopKick/Kodiak	Ford F-650/F-750	Freightliner M2 Business Class	Hino 238-338	International 4300	Sterling Acterra
DEX-COOL	■	NA	NA	NA	■	NA
Engine hour meter	■	NA	Opt.	NA	■	Opt.
Door sill storage	■	NA	NA	NA	NA	NA
Road speed governor	■	NA	Opt.	■	■	Opt.
Air filter gauge	■	■	■	NA	■	■
Alt. fuel capable	■	NA	NA	NA	NA	NA
Synthetic lube	■	NA	Opt.	NA	Opt.	Opt.
Daytime running lamps	■	Opt.	■	NA	■	Opt.
Integral convex mirror	■	■	NA	NA	■	NA
Oil life monitor	■	NA	NA	NA	NA	NA

Optional Equipment

Hystec cab mount	■	NA	■	NA	NA	■
Power door locks	■	■	■	NA	■	■
Remote Keyless Ent.	■	■	■	NA	NA	■
Power, heat mirrors	■	■	■	Heated only	■	■
Driver air seat	■	■	■	NA	■	■
Passenger air seat	■	■	■	NA	■	■
Elect. Traction Control	■	■	NA	NA	NA	NA
Locking differential	■	NA	■	NA	■	■
80,000 psi frame	■	■	■	Std.	■	■
Taperleaf rear springs	■	NA	■ (below 24,000)	NA	Std.	■
Air bag, pass. & driver	■	NA	NA	NA	NA	NA
Tilt wheel	■	■	■	Std.	Std.	■
Auto engine shutdown	■	NA	■	NA	Std.	■d

Hino 238, 258LP, 268, 268A, 338

- The 238, 258LP, 268, 268A and 338 are the larger versions of Hino's conventional cab trucks
- The conventional cab was developed from Hino's previous Low Cab Forward design
- 238 is 23,000 lb. GVWR; 258LP is a low-profile 25,500 lb.; 268 is 25,950 lb.;268A is 25,950 lb. with air brakes; 338 is 33,000 lb. GVWR
- 6-cylinder diesel only, 220 hp on 238, 258, 268; 260 hp on 338
- 7 wheelbase choices
- Limited options
- Hino setting up urban-based distribution network

T-Series Advantages over Hino

- Power options from 215 hp to 300 hp vs. single engine choice at each GVWR for Hino and a maximum of 260 hp
- Large cowl-mounted folding mirrors with integrated wide-angle mirror and numerous options for power, heat and signals (Hino has traditional West Coast mirrors with add-on spot mirrors)
- Available driver and front passenger air bags (not available on Hino)
- 3-point cab mount with available Hystec mounts (Hino has no Hystec mounts available)
- Available two-speed rear axle available (not available on Hino)
- Extensive Chevrolet and GMC dealership body vs. limited urban retailers for Hino
- Choice of vocationally rated Allison automatics to match engine output (single 5-speed Allison automatic option for each Hino)
- Available 6-speed, 9-speed or 10-speed manual transmissions suited for many different applications vs. single 6-speed direct drive manual transmission available on Hino
- Available air seats for driver and front passenger add all-day comfort, plus work-center console provides vocational utility (Hino has standard driver air seat and fixed two-person bench seat)
- Available electronic traction control helps improve traction on slippery surfaces (not available on Hino)
- Extensive choices for frame length and strength (Hino has a total of seven wheelbase options, but not all on the same weight trucks, and no frame strength options)
- Short wheelbase T-Series tractors offer high maneuverability and cab comfort. No short WB tractor available on Hino
- Available tandem axle (not available on Hino)
- Choice of axle ratios allows customer to match product to needs for towing or geared road speed (two ratios only available on Hino)
- Progressive spring aids help cushion load and chassis from impacts when suspension bottoms (not available on Hino)
- RediSpec or custom spec availability vs. single spec Hino
- Available taperleaf rear springs (not available on Hino)
- High capacity dual 750 CCA batteries, vs. dual 600 CCA standard on Hino
- Standard automatic engine shutdown prevents possible engine damage (not available on Hino)
- Available aluminum hub-piloted wheels reduce vehicle weight, for increased payload (not available on Hino)

Mitsubishi Fuso

- Mitsubishi Fuso sells a lineup of weight-specific tilt-cab trucks that sell against the T-Series trucks
- All of these Mitsubishi Fuso trucks use the same Mitsubishi diesel engine. 243 hp and 514 lb.-ft. torque with the Mitsubishi manual transmission or Allison automatic. 274 hp and 593 lb.-ft. torque on FM with Eaton manual transmission
- Mitsubishi Fuso model nomenclature identifies GVWR. The FM260 GVWR is 25,995; FM330 GVWR is 32,900 lb.
- Transmission choices limited to 6-speed direct drive manual or Allison 2400 automatic on FM260 or 6-speed or 9-speed manual or Allison 3060 on FM330

T-Series Advantages over Mitsubishi Fuso

- Mitsubishi Fuso trucks are not spec'd, but selected from stock, with only wheelbase choices as a significant alternative
- Spec-based configuration allows T-Series to meet customer needs (model-based configuration with Mitsubishi Fuso)
- Choice of taperleaf or multileaf front suspension to handle high CG loads (taperleaf front suspension only on Mitsubishi Fuso)
- Hydraulic opposed-piston front and rear disc brakes standard below 33,000 lb., for powerful braking and easy service (front and rear air-over-hydraulic drum brakes on Mitsubishi Fuso FM260. Air brakes on FM330)
- Resin plate protectors for door handles help protect cab (not available on Mitsubishi Fuso)
- Back-of-cab reservoir access for oil, coolant, power steering and brake fluid simplifies daily service (back-of-cab reservoir access for oil only on Mitsubishi Fuso)
- Longer maximum wheelbase can handle longer body lengths (260.0 in. vs. 239.4 in.)
- Choice of taperleaf, multileaf or air rear suspension provides ride quality, durability and lightweight benefits (multileaf rear suspension only on Mitsubishi Fuso, except optional air suspension on FM260 with 218 or 239-in. WB)
- Optional bolted-on rear suspension for ease of adapting (not available on Mitsubishi Fuso)
- Higher maximum frame yield strength for durability (120,000 psi available vs. 51,200 psi)
- Low Profile Package optional for lower ride height (not available on Mitsubishi Fuso)
- Longer warranty on frame rails helps control repair costs (60 months/unlimited mileage vs. 48 months/unlimited mileage)
- Tilt-cab mechanism in a safer location (passenger side vs. driver side)
- Lower passenger-side window enhances driver vision (not available on Mitsubishi Fuso)
- Longer, more comprehensive roadside assistance coverage helps reduce service costs (36 months/unlimited mileage vs. 24 months/unlimited mileage; full roadside assistance vs. towing only)
- Unlimited mileage powertrain warranty vs. 250,000-mile powertrain warranty limit
- Higher available GVWR, for maximum load carrying capability (40,090 lb. with single axle or 56,000 lb. with tandem vs. 32,900 lb.)
- Choice of engine power from 200 hp to 300 hp allows customer to tailor truck to needs. Mitsubishi Fuso has single engine output for each model

Nissan UD

» Nissan UD sells a lineup of weight-specific tilt-cab trucks that sell directly against the T-Series cabovers

» UD diesel has only one power rating and torque rating available. Hino engine is used in UD

» UD truck nomenclature identifies GVWR

» Maximum GVWR is 32,900 lb. for the UD3300

» Transmission choices limited to single 6-speed manual overdrive plus the Allison LCT2400P only available up to 25,995 lb. GVWR

» Nissan UD trucks are not spec'd, but selected from stock, with only wheelbase choices as a significant alternative

T-Series Advantages over Nissan UD

- Spec-based configuration helps meet customer needs (model-based configuration with UD)
- Choice of Duramax 6-cylinder diesel engines offer many different power ratings. Much higher maximum power and torque rating available on T-Series, with up to 300 hp and 860 lb.-ft. of torque (Nissan UD only offers Hino diesel, rated at 230 hp and 506 lb.-ft. of torque)
- Choice of taperleaf, multileaf or air rear suspension provides the ride quality, durability and lightweight benefits of taperleaf springs or ride quality of air suspension (multileaf front suspension only on UD)
- Standard taperleaf front suspension contributes to ride quality, durability and light weight (not available on Nissan UD)
- Wet-arm windshield wipers help keep fluid on windshield, conserve fluid (not available on UD)
- RediSpec or custom spec availability vs. single spec Hino
- Hydraulic opposed-piston front and rear disc brakes standard, for powerful braking and easy service (front and rear air-over-hydraulic drum brakes on UD)
- Choice of manual or automatic transmissions (UD has only 6-speed manual available on UD3300. UD2600 has 6-speed manual or Allison LCT2400P optional)
- Choice of cab colors enhances business appeal of T-Series (white cab only on UD)
- Available air seats for driver and front passenger add all-day comfort, plus work-center console provides vocational utility (UD has no air-seat options)
- AM/FM stereo radio standard, for added value (optional on UD)
- Optional bolted-on rear suspension allows easy modification (not available on UD)
- Higher maximum frame yield strength contributes to durability in heavy-duty use (120,000 psi available vs. 51,200 psi)
- Longer warranty on frame rails helps control repair costs (60 months/unlimited mileage vs. 24 months/unlimited mileage)
- Tilt-cab mechanism on passenger-side vs. driver-side, for safety when lifting cab on the highway
- Automatic-reset circuit breakers speeds minor electrical repairs (fuses standard on UD)
- Longer, more comprehensive roadside assistance coverage helps control repair costs (36 months/unlimited mileage vs. 24 months/unlimited mileage; full roadside assistance vs. towing only)
- Higher available GVWR, for maximum load carrying capability (40,090 lb. with single axle or 56,000 lb. with tandem vs. 32,900 lb.)
- Available LoPro (not available on UD)
- Full air brakes are available on trucks rated below 33,000 lb., for high-duty use. UD only installs air brakes on 3300

Specifications	GM T-Series	Hino 238/258/268/338	Mitsubishi Fuso FM260/330	Nissan UD 2600/3300
Engine	Isuzu 6HK1-TC	Hino	Mitsubishi	Hino
Engine type	24-valve OHC I-6	24-valve OHC I-6	24-valve OHC I-6	24-valve OHC I-6
Displacement	7.8L	7.7L	7.5L	7.7L
Base horsepower	215 @ 2200	220 @ 2500	243 @ 2600	230 @ 2500
Base torque, lb.-ft.	560 @ 1450	520 @ 1500	514 @ 1400	506 @ 1500
Max. horsepower	300 @ 2200	260 @ 2500 (338 only)	274 @ 2600	230 @ 2500
Max. torque, lb.-ft.	860 @ 1440	585 @ 1500 (338 only)	593 @ 1400	506 @ 1500
Clutch	13.8 in.	13.8	15 in.	13.8 in.
Transmission, AT	Allison 2500 std.	Allison 2200 RDS	Allison 2400/3060	Allison 5/6 speed
Transmission, MT	Eaton Fuller 6ODM	Eaton 6M	Mitsu. 6M/Eaton 9M	Nissan 6ODM std.
Front springs	Taperleaf	Taperleaf	Taperleaf	Multileaf
Rear springs	Multileaf	Multileaf	Multileaf	Multileaf
Wheels	22.5 x 7.5 in.10-bolt	22.5x8.25 10-volt	22.5 x 7.5 in. 8-bolt	22.5 x 7.5 in. 8-bolt
Tires	245/75R22.5G	11R22.5G	11R22.5G	11R22.5G
Standard brakes	opposed-piston disc	air-hydraulic/air	air-hydraulic/air	air-hydraulic/air
Brakes, front, in.	15.0 disc	15.375 disc	15.7 x 4.7 drum	15.75 x 4.7
Brakes, rear, in.	15.0 disc	15.375 disc	15.7 x 6.1 drum	15.75 x 6.1
Frame, psi	80,000	80,000	51,200	42,600
Frame width, in.	34.0	34.0	33.1	33.9
Frame sec. mod.	12.53 cu. in.	12.9	13.7/16.9 cu. in.	13.3/17.85 cu. in.
Frame RBM	1,378,300	1,031,900	702,976/868,352	681,000/760,410
Battery, CCA	2 x 750	2 x 600	2 x 799	2 x 622
Seating	2 buckets	Driver & 2 pass.	2 buckets	2 buckets
Mirrors, in.	7 x 16	7 x 16	7 x 16	6.5 x 11 + 5.8x4.3
Base warranty	2 yr./unl. mi.	2 yr./unl. mi.	3 yr./unl. mi.	3 yr./unl. mi.
Engine warranty	3 yr./unl. mi.	2 yr./unl. mi.	5 yr./250,000 mi.	3 yr./unl. mi.
WB/CA/Turning diameter	128.0/97.0/37.6 140.0/109.0/40.5 152.0/121.0/43.5 170.0/139.0/46.9 188.0/157.0/51.2 200.0/169.0/54.0 212.0/181.0/55.5 224.0/193.0/58.3 236.0/205.0/61.1 248.0/217.0/64.0 260.0/229.0/65.9	175/107.6/47.9 187/119.6/50.8 205/137.6/55.2 217/149.6/58.1 235/167.6/62.5 253/185.6/66.9 271/203.6/71.3	144.9/109.6/46.0 181.9/146.7/56.4 200.0/164.8/61.4 218.5/183.3/66.3 239.4/204.1/72.2	150.4/118.3/42.6 171.3/139.0/48.6 187.0/154.7/52.6 202.8/170.5/56.8 218.5/186.4/61.2 253.9/221.8/70.0 156.3/124.2/44.4 177.2/145.1/50.4 192.9/160.8/54.4 208.7/176.5/58.4 238.2/206.1/65.6
WB/CE/OL	128.0/150.9/240.2 140.0/169.0/258.4 152.0/186.7/276.3 170.0/214.0/303.4 188.0/241.0/330.4 200.0/258.9/348.3 212.0/277.0/366.4 224.0/295.0/384.3 236.0/313.1/402.5 248.0/331.0/420.4 260.0/349.1/438.5	175/170.6/278.6 187/194.6/302.6 205/212.6/320.6 217/246.6/354.6 235/264.6/372.6 253/282.6/390.6 271/282.6/390.6	144.9/197.4/260.8 181.9/234.4/312.8 200.0/261.2/339.6 218.5/288.8/367.1 239.4/330.1/408.5	150.4/163.2/245.7 171.3/217.8/300.4 187.0/237.8/320.3 202.8/265.1/347.6 218.5/286.8/371.3 253.9/336.0/418.5 156.3/194.1/276.6 177.2/217.9/300.4 192.9/237.8/320.3 208.7/265.1/347.6 238.2/316.3/398.8
WB/Body lengths	128.0/10–14 140.0/10–16 152.0/12–18 170.0/14–20 188.0/16–22 200.0/18–24 212.0/18–26 224.0/20–28 236.0/22–30 248.0/22–32 260.0/24–34	175/14–16 187/16–18 205/18–20 217/20–22 235/22–24 253/24–26 271/24–26	144.9/14–16 181.9/16–18 200.0/20–22 218.5/24–26 239.4/26–28	150.4/14–16 171.3/16–18 187.0/18–20 202.8/20–22 218.5/24–26 253.9/28–30 156.3/14-16 177.2/16-18 192.9/18-20 208.7/20-22 238.2/24-26

Specifications	GM T-Series	Hino 238/258/268/338	Mitsubishi Fuso FM260/330	Nissan UD 2600/3300
AH	10.8	11.2	11.8	8.7
AW	79.9	78.0	74.0/75.6	76.4
BA	54.0	40.6	50.0	50.4
BBC	86.0	108.0	79.4	82.5
CW	71.6	72.2	71.5	70.9
GVWR available, lb.	T6500: 24,350-29,000	238: 23,000	FM260: 25,995	UD 2600: 25,995
	FTR: 24,350-29,000	258LP: 25,950	FM3300: 32,900	UD 3300: 32,900
	T7500: 26,990-37,600	268: 25,950		
	FVR: 26,990-37,600	268A: 25,950		
	T8500: 33,000-40,090	338: 33,000		
	FXR: 33,000-49,090			
	T8500 Tandem: 52,350-56,000			
	FXR Tandem: 52,350-56,000			

Standard Equipment

	GM T-Series	Hino 238/258/268/338	Mitsubishi Fuso FM260/330	Nissan UD 2600/3300
4-wheel disc brakes	■	■	NA	NA
Daytime running lamps	■	■	■	■
DEX-COOL®	■	NA	NA	NA
Lower pass. window	■	NA	NA	NA
Roadside assistance	■	NA	■ (towing only)	■ (towing only)
Auto circuit breakers	■	NA	NA	NA
Progressive spring aid	■	NA	NA	NA
Power pass. window	■	Opt.	■	■
Tilt/Telescopic steering	■	■	■	■
Synthetic trans. fluid	■			

Optional Equipment

	GM T-Series	Hino 238/258/268/338	Mitsubishi Fuso FM260/330	Nissan UD 2600/3300
Rear air suspension	■	■	■ (FM260)	NA
Rear stabilizer bar	■	■	NA	NA
Two rear tow hooks	■	NA	NA	NA
Dual fuel tanks	■	■	NA	NA
Oil pan heater	■	NA	NA	NA
Engine shutdown	■	NA	■	NA
Mirrors w/clearance lamps	■	NA	NA	NA
AM/FM/CD	■	Std.	■	■
Engine block heater	■	■	■	■
Full air brakes	■	■	■ (FM330 only)	■ (3300 only)
Traction control	■	NA	NA	NA
Tandem rear axles	■	NA	NA	NA

10 things to know about the new diesels

- The new rules cover engines made from Jan. 1, 2007
- All manufacturers must meet the new diesel rules. Everyone now sells Clean Diesel
- Particulate traps, oxidizing catalysts and cooled exhaust gas recirculation are now components of all MD truck engines. Isuzu engines have used these components for years in Japanese-market trucks
- Particulate traps clean themselves when they are hot enough, such as in highway operation in warm weather. When they don't get hot enough, special engine controls will cause them to be cleaned by injecting extra fuel into the exhaust. In some conditions, trucks will have to be idled while this operation occurs
- Emissions components in the exhaust system can't be moved or eliminated. Body builders will have to work around the exhaust components
- After extended use (estimates are typically greater than 100,000 miles), the particulate filters will need to be cleaned out
- Most manufacturers expect the new engines to have comparable fuel economy to the previous systems. GM and Isuzu engineers have enhanced fuel efficiency with new 6-speed automatic transmissions on many models, and expect better fuel economy in the new trucks
- Ultra-low sulfur diesel fuel is needed with the new equipment. That's all you can find at any stations now. It works fine in older diesel trucks
- New oils have been developed to work with the new diesel engines. Make sure your customers don't use older non-approved lubricants
- Only GM and Isuzu offer an alternative: low-cost, efficient and reliable gasoline-powered medium duty trucks in both conventional and low cab forward designs